

## Intimations.

### THORNE'S OLD VAT



This VAT was started by the late Robert Thorne of Greenock and has been sold as No. 4 since 1831.

### SCOTCH WHISKY.

PER DOZEN .....\$14.

SOLE AGENTS IN HONGKONG, CHINA AND MANILA,

A. S. WATSON & Co., Ltd.  
Hongkong, May 1, 1907. 773

### TAI KWONG CO., 109, Des Vœux Road Central.

GASOLINE LAMPS  
AND  
WELSBACH MANTLES.  
Hongkong, June 14, 1907. 1017

## NOTICE.

FROM THE FIRST DAY OF JULY, 1907, the Business and Responsibility of the KOWLOON HOTEL will be taken over by Mr. OWEN ELLIS OWEN. All monies due to the Hotel before the 1st July, 1907, are payable to Mr. J. W. OSBORNE alone.

J. W. OSBORNE, 1039  
Hongkong, June 20, 1907.

### BRITISH STEAMER 'NETHERTON.'

BY ORDER OF THE UNDER-  
WRITERS, the Underigned are  
prepared to receive TENDERS for the  
Purchase of the above Steamer as she now  
lies at SINGAPORE in a Fire Damaged  
Condition.  
Tenders must be delivered not later than  
10th July.

GILMAN & CO.,  
Lloyd's Agents.  
Hongkong, June 19, 1907. 1034

### A. LING & Co., FURNITURE STORE HAVE THIS DAY REMOVED TO No. 10, QUEEN'S ROAD CENTRAL, (KING AND ROMAN). Hongkong, February 1, 1907. 312

### CHEE WING & CO. 發 HONGKONG. DEALERS IN All Sorts of COPPER, BRASS, STEEL, IRON WARE &c. STEEL GIRDERS AND TEES, CORRUGATED IRON, PIG IRON, &c. Suitable for SHIPS, ENGINEERS AND HOUSE BUILDERS. 1223

### CARMICHAEL AND OLARKE, CONSULTING ENGINEERS AND SHIPBUILDERS, SURVEYORS AND CONTRACTORS, REPAIRS PROMPTLY ATTENDED TO. TELEGRAMS: 'CARMICHAEL', HONGKONG. A. B. C. Code, 4th Edition. A. 1 Code. Telegraphic Standard Code. TELEPHONE 232. 16

### PEAK TRAMWAYS COMPANY, LIMITED.

## TIME TABLE.

WEEK DAYS.  
7.00 a.m. to 7.30 a.m. Every 30 minutes.  
7.30 a.m. to 8.30 a.m. Every 10 minutes.  
8.30 a.m. to 11.00 a.m. Every 15 minutes.  
11.30 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 3.00 p.m. Every 15 minutes.  
3.00 p.m. to 4.00 p.m. Every 15 minutes.  
4.00 p.m. to 5.00 p.m. Every 10 minutes.  
5.00 p.m. to 8.00 p.m. Every 10 minutes.  
NIGHT CARS.  
8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.  
SUNDAYS.  
8.00 a.m. to 9.00 a.m. Every 15 minutes.  
9.00 a.m. to 9.30 a.m. Every 10 minutes.  
9.30 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 10 minutes.  
11.00 a.m. to 12 Noon. Every 15 minutes.  
12 Noon to 1.00 p.m. Every 10 minutes.  
1.00 p.m. to 3.00 p.m. Every 15 minutes.  
3.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 8.00 p.m. Every 10 minutes.  
NIGHT CARS as on Week Days.  
SUNDAYS.  
Extra Cars at 11.30 and 11.45 p.m.  
SPECIAL CARS by Arrangement at the Company's Office, ALEXANDER BUILDING, Des Vœux Road Central.  
JOHN D. HUMPHREYS & SON,  
General Managers. 1081

## Business Notices.

### W. S. BAILEY & CO. ENGINEERS & SHIPBUILDERS.

WORKS: KOWLOON BAY. OFFICES & STORES: No. 20, CONNAUGHT ROAD

### HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

#### Hongkong-Canton Line.

s.s. HONAM, 2,363 tons, Captain H. D. Jones.  
s.s. POWAN, 2,338 tons, Captain W. A. Valentias.  
s.s. FAISHAN, 2,340 tons, Captain C. Lloyd.  
s.s. KINSAN, 1,995 tons, Captain R. Branch.  
s.s. HEUNGSHAN, 1,998 tons, Captain R. D. Thomas.  
Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 10 p.m. (Saturday Excepted).

Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday excepted).  
The S.S. POWAN will leave Hongkong every Monday, Wednesday and Friday, at 9 p.m. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5.30 p.m.  
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

#### Hongkong-Macao Line.

s.s. SU-I-AN, 1,851 tons, Captain E. H. Granger.  
s.s. SU-TAI, 1,851 tons, Captain G. F. Morrison.  
Departures from Hongkong to Macao on week days at 8 a.m. from Douglas Wharf and at 2 p.m. from the Company's Wharf On-Sundays Special Cheap Excursions, leaving Hongkong at 9 a.m. from Douglas Wharf and from Macao at 5 p.m. The Company also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 1 p.m. from the Company's Wharf.  
Departures from Macao to Hongkong on week days at 7.30 a.m. and 2 p.m.

#### Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.  
Departures from Macao to Canton on Monday, Wednesday and Friday, at 7.30 a.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 a.m.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDU-CHINA STEAM NAVIGATION COMPANY, LTD.

#### Canton-Wuchow Line.

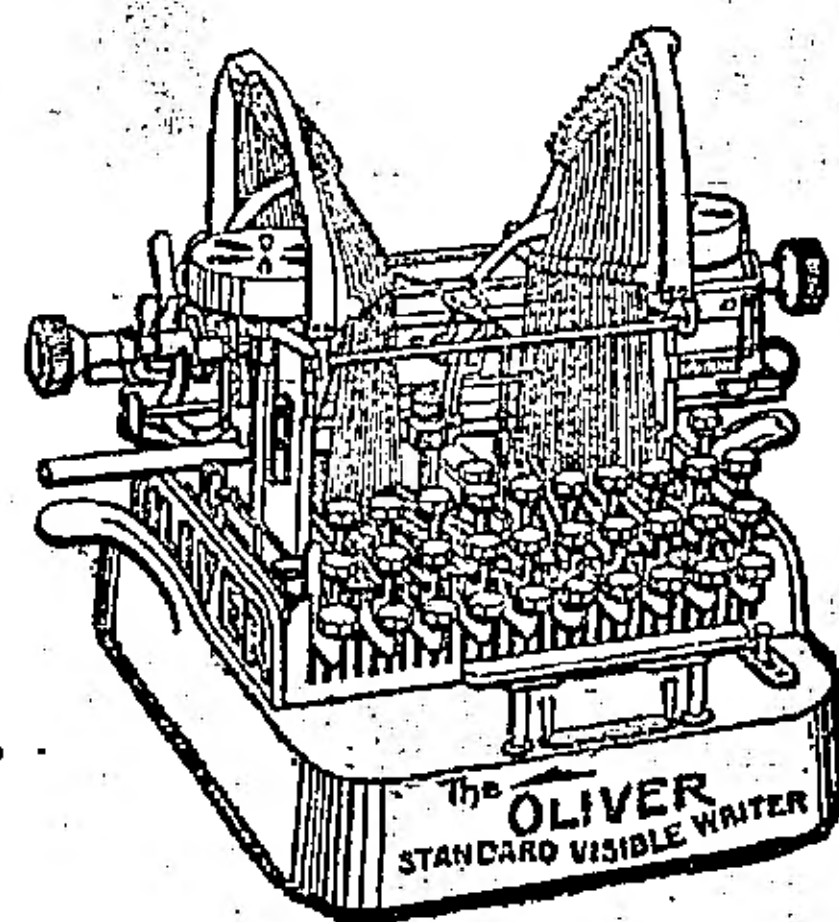
s.s. SAINAM, 698 tons, Captain J. Wilton. (Laid up).  
s.s. WANNING, 559 tons, Captain A. McKinnon.  
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m. and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.  
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.  
HOTEL MANAGER, (First Floor), opposite the Hongkong Hotel.  
Or of BUTTERFIELD AND SWIRE,  
Agents, CHINA NAVIGATION CO., LTD.

## STANDARD

## VISIBLE

## TYPEWRITERS.



See our Latest  
Special  
Fraction  
Keyboard.

THE OLIVER TYPEWRITER Co., Ltd., are prepared, during the stay of their SPECIAL REPRESENTATIVE in HONGKONG, to take OLD TYPEWRITERS of any make or condition in part payment for OLIVERS. This is an opportunity to have your Office up-to-date.

No. 1, Prince's Buildings.

Hongkong, June 11, 1907. 1005

## For Sale.

## FOR SALE.

## BOUND VOLUMES

OF THE

## 'NEW WEEKLY'

ARE ON SALE AT THE

'China Mail' Office,  
8 Queen's Road Central.

## FOR SALE.

TWO VERY VALUABLE PIECES OF  
LANDED PROPERTY situate at  
CANTON near the Hongkong, Canton and  
Macao Steamboat Company's Wharf and  
facing the river. The lots contain by  
admeasurement 60 'changs' or thereabouts.  
Title Deeds can be seen at the Office of the  
Underigned. For further particulars,  
apply to  
GOLDING & BARLOW,  
Solicitors,  
10, Queen's Road Central.  
Hongkong, May 23, 1907. 551

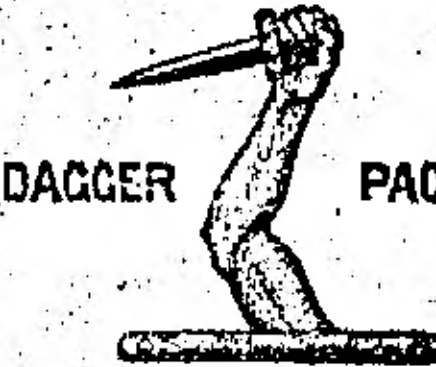
## Business Notices.

### BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON.)

## BELL'S ASBESTOS

THE MOST RELIABLE PACKING FOR MARINE ENGINES.



BEWARE OF IMITATIONS. SOLE MANUFACTURERS:  
BELL'S ASBESTOS CO., LTD., LONDON.

LARGE STOCK OF PACKINGS, JOINTINGS, &c., ALWAYS IN HAND  
OFFICE:—8, DES VŒUX ROAD.

### LANE, CRAWFORD & CO.

## SUMMER UNDERWEAR

in Gause, Wool, etc.

## LIGHT ZEPHYR SHIRTS

White and Coloured.

## TIES, WAISTCOATS, BELTS.

## TROPICAL SWEATERS.

## BATHING COSTUMES.

LANE, CRAWFORD & CO.

Hongkong, June 17, 1907. 1040

## A DOLLAR A WEEK.

TO put aside A DOLLAR A WEEK is not a very difficult task, but as many a man has said: 'What is the good of it? It is so small it will never amount to much.' You may be surprised to learn that a dollar a week will secure for a man of 30 a policy with

## THE STANDARD LIFE OFFICE

FOR

# \$1000.

PAYABLE AT THE END OF 20 YEARS FOR CERTAIN, OR AT DEATH IF PREVIOUS.

Save your dollars by investing them in a Standard Life Policy.

ALL CLASSES OF POLICIES ISSUED.

For Rates and all Particulars, apply to

DODWELL & Co., Ltd., Agents.

Hongkong, June 14, 1907. 1034

### STRAND HOTEL, TSINGTAU.

TELEG. ADR.: Codes A.B.C. 5th Edit.

'STRANDHOTEL' 5th Edit.

OPEN FROM

1st of May, till End of October.

MODERATE PRICES.

CONCERNED TWICE A WEEK ON THE BEACH.

LAWN TENNIS.

EXCELLENT CUISINE AND WINES.

For Terms, apply to

F. OSTROW, Manager.

Hongkong, March 27, 1907. 70

### PATELL & CO., SHAMEEN CANTON.

GENERAL STOREKEEPERS,

WHOLESALE and RETAIL

DEALERS IN

WINES and SPIRITS.

Export & Import Merchants,

AND

Commission Agents.

## Business Notices.

### GREEN ISLAND CEMENT CO., LD

## PORTLAND CEMENT

In Casks of 375 lbs. net, \$4.50 per Cask, ex Factory

In Bags of 250 lbs. net, \$2.70 per Bag, ex Factory.

### Shewan, Tomes & Co.,

GENERAL MANAGERS.

## FAIRALL & CO.

7 & 9, Pedder Street.

## NEWEST MODELS

LINEN and MUSLIN EMBROIDERED GOWNS,  
ALLOVER EMBROIDERIES.

MUSLIN UNDERSKIRTS.

SUMMER SINGLET.

BELTS, HOSIERY, etc.

## THE HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE.  
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY  
MODERATE TERMS AND NO EXTRAS  
A. F. DAVIES, Manager.

## OCCIDENTAL HOTEL

ROWLOON.  
A QUIET, COMFORTABLE, COOL and WELL-FURNISHED HOTEL for  
RESIDENTS and TOURISTS.  
ELECTRIC LIGHT and FANS THROUGHOUT.  
Bathroom attached to Each Room. Cuisine under direct European Supervision.  
Terms Very Moderate.  
For Special Terms for Families and Monthly Boarders.  
Apply to— E. G. JORDAN, Manager.

## BALTIMORE HOTEL

HONGKONG.  
MANAGED ON AMERICAN PLAN.  
Being 'n the Business center of the town is the FAVOURITE HOTEL with visits  
from Manila.  
Terms Moderate.  
TABLE UNDER DIRECT EUROPEAN SUPERVISION.  
Special Terms for Families and Parties.  
Apply to— E. G. JORDAN, Manager.  
Hongkong, March 7, 1907. 453

## DUTCH CIGARS

In Boxes of 50,

MOST ENJOYABLE SMOKES FOR DAMP SEASON.

## MANILA CIGARS

IN SPLENDID CONDITION.

Badminton Smoking Mixture,

Warden Smoking Mixture. Imperial Cigarettes.

## VICTORIA DISPENSARY

## MEE CHEUNG.

ART PHOTOGRAPHER.  
ICE HOUSE STREET AND HONGKONG HOTEL CORRIDORS.

EXCELLENT VIEWS OF  
H.E. Sir MATTHEW NATHAN'S FAREWELL  
(COPYRIGHT).  
AMATEUR DEPARTMENT.

Hongkong, April 2, 1907. 1761

## REMINGTON

## TYPEWRITERS

WITH ALL REQUISITES.

## SIEMSEN & CO.

SOLE AGENTS

Hongkong, March 2, 1905

## THE BEST ITALIAN VERMOUTH

IS FROM

## Francesco, Cinzano & Torine.



## Caldbeck, Macgregor & Co.,

Wine and Spirit Merchants

15, QUEEN'S ROAD CENTRAL







FRIDAY, JUNE 21, 1907.

## THE RETURNED WANDERER.

## Robbed in Her Village.

Kuo Mi, a Chinese woman of rather intelligent appearance, returned from America about a year ago to her native village of Shuk U Loong after an absence of something like twenty years. She was, like most of her compatriots who return from that "Land of Promise," well supplied with worldly treasures, a good deal of which she kept in her modest little home. She remained in security until May 16 at 1 a.m. when a gang of men seized her, brandishing knives in her face and threatening her with death if she raised an alarm. Being scared Kuo Mi remained quiet and saw the men ransack the house and take away all her valuables—amounting to about \$670 or \$700 worth. When the men had gone the woman went to the Shatin police station and reported the robbery. Sergeant Duvney took the case in hand and in three days he had five men under lock and key and had recovered most of the stolen property, which was then in their possession. Then two more of the gang were caught and more stuff recovered.

The seven men were charged at the Criminal sessions this forenoon, the case for the Crown being conducted by the Hon. Mr. H. H. J. Gompertz.

All except one pleaded not guilty and the following jurors were sworn: Messrs J. Benjamin, A. Sheffield, F. F. E. de Silva, J. H. Amerenden, A. Sinclair, A. P. Smyth and H. O. Stobler.

The exhibits were very numerous and Kuo Mi was extremely loquacious as she picked out and identified her property.

"Yes, those are my trousers, they are silk, and this jacket is mine" (indicating a dark gauze garment). "There is another jacket to go with these trousers, ah! there it is. This blanket was given to me by a foreigner in America, and here is another jacket—it's not finished yet, the needle is still in it. This other jacket," and here Kuo Mi pointed to a finely embroidered garment—"was bought for me to wear being an old person. Here are my summer trousers and these are the winter trousers—they are lined."

"What are the clothes worth," asked Mr. Gompertz.

"I do not know; I bought them when I was young; now I am old. I can tell the best price."

"Are they worth \$20?" "Yes, more than that."

"Well, \$100?" "Yes, about that."

Then Kuo Mi went through the remainder of the exhibits—bracelets, Jade ornaments, a gold watch, gold coins, and \$40 in cash—all of which she claimed.

A verdict of guilty was returned against six of the seven accused, one being discharged. Three were sentenced to seven years' imprisonment and three to five years' imprisonment with hard labour.

## AS OTHERS SEE US.

## Our Currency.

Mr. A. W. Pritchard, of Manila, has been in Hongkong for the past ten days and left today on the s.s. Loong Sang. He was interested in selling the steamer Don Engracia, better known in Hongkong as the Passig or Battle Abbey, under which names it was for years in the Canton River, and during the American-Philippine war it did some filibustering for Aguinaldo.

Mr. Pritchard has completed all arrangements to sell her and expects to return here with his steamer in about ten days.

He was overheard "chaffing" a Hongkong citizen on certain features wherein the Philippine Government appeared to surpass this Colony by remarking that in less than six years they had a stable currency, and that exchange between the "tutor" and the "ward" was always the same while here he had a lot of silver coin and paper money passed off on him that was refused by the Cable Office and other places and that they never seemed to know whether a £ was to be 88 or 810.

He will probably stand by with his steamer and sell on the day when the astrologer announces his auspicious star being favourable for exchange.

## DRAGON BOAT BLOODSHED.

(From a Correspondent.)

CANTON, June 20.

News has just come to hand that, at Tsang Shing, on the East River, there has been quite a fight over the Dragon Boat festival. There were two opposing clans who wanted a monopoly of the river in order to show off the skill of their crews. These clans were powerful, and neither was willing to give way. Therefore bitter feeling was engendered and the following day the parties were worked up to that pitch of rage that nothing but a due would satisfy their notion of honour, or their desire for revenge. So they fell into battle array. Each side was furnished with modern firearms, though to what extent it does not appear. They however did not fight long for an old man undertook the duties of being an intermediary and managed to patch up the quarrel and to show the leaders the danger, and the folly, too, of the course they were following. However before the parties separated two men had been shot dead and about twenty had been seriously wounded and some of them fatally.

From "Golf Illustrated":—"The search for a standard system of handicapping," says an esteemed Irish correspondent, "is a veritable 'Will o' the Wisp' leading to a Man's Nest, which, when it is discovered, will be found to contain nothing better than a barren brood of china nest-eggs, mostly cracked, and all rotten."

## KIDNAPPED.

(From a Correspondent.)

CANTON, June 20.

There is a shop in Fatsan, in the Ying Sha ward, which has recently been closed by the officials, because its owner was suspected of dealing in slaves. He was believed to be a medium between the country districts and the bigger cities. Those who had little ones, whether boys or girls, brought them to him, when they were taken in and sold to their final destination. A few days ago the shop was sealed up by the mandarins. On Saturday last, however, four women and five children, four boys and one girl, approached the place in ignorance that it had been closed. When they reached the shop and found it closed they went into a village on the outskirts of the town and asked a farmer to take them in, and give them a lodging for the night. Their story was that they were women going to Canton, and that they had been robbed on the road and therefore had nothing with which to pay their lodgings. Well, it takes a Chinese to engender suspicion, and the farmer was at once suspicious and went and informed the police. The whole lot then had lodgings found for them during the night in a loup. In the morning it was found, on examination, that they were all kidnappers, and that they had somehow got hold of the children up at Lin Chai and were bringing them down to Fatsan, to the old shop that had been closed.

## CANTON IN TRANSFORMATION.

## A Building Era.

(From Our Correspondent.)

CANTON, June 19.

If one who was a resident of Canton ten years ago should come back he would note many changes both in the native city and on the Shamenee, that we who are living here scarcely realize, as the changes are taking place so gradually.

Several large buildings have recently been completed on the Shamenee, among them Messrs Butterfield and Swire's new premises on the Bund Street, and the German Consulate, the most imposing building on the Shamenee, extending from the Bund St. to Park's Avenue.

Among the large buildings now in course of construction on the Shamenee are Messrs Arnold, Karberg and Co.'s four storied building, constructed of reinforced concrete, on the Kuhn method, the Chinese Imperial Customs three storied block of buildings which is to be the home of most of the staff, and a large residence and god-down that is being erected on Park's Avenue opposite the British Church.

There are numerous other building operations of more or less importance going on on the little island, so it would seem that there are good reasons for putting money into real estate in this community.

There are rumours going about that the Hongkong and Shanghai Banking Corporation, the Chartered Bank and the International Banking Corporation each contemplate erecting permanent homes here.

While H. E. Shum does not appear to be persona grata to some among both Chinese and foreigners still all agree that he is a man of far more than average ability, and it is the opinion of many that his return to Canton augurs well for the prosperity of this province. If he can unravel the railroad tangle and inaugurate a regime that will bring things to pass both foreigners and Chinese will be benefitted by his return.

Numerous building operations are going on in different parts of the city. A large three-story building is being erected for the Chinese Imperial Post Office adjoining the Steamboat Company's wharf. Another new ward is being erected in the Refuge for the Insane on Fat, and very near it a school for the blind is being erected by the Presbyterian Mission.

In the eastern section of the city the Baptist Mission are erecting two large school buildings, one to be known as the Grave's Theological School, with accommodation for about 50 students for the ministry, and the Girls' Boarding School, which will accommodate over 100 pupils. Already three new residences have been completed. The grounds of the Canton Christian College are just across the river from the Baptist compound. Work on East Hall, the first of the permanent buildings of the College has been nearly completed, and the building is probably one of the best in this section of China. I hear frequent expressions of admiration from visitors who do not expect to find any such equipment for a school in this part of the world. The College now has about 175 students, and they have refused many more applicants.

The famous Examination Halls of Canton—many thousands of little sweet boxes—have been almost entirely demolished. I was informed recently that one row of the stalls would be preserved. On the extensive grounds there are now being erected a half dozen or more really fine modern buildings, well planned for ventilation and light, and an up-to-date western educational plant will take the place of the old regime. A Normal School, with primary schools, where the normal students can put into practice the instruction they receive, will form a part of the plant. We are in the midst of the transformation of Canton and schools are becoming more and more important factors.

(From a Correspondent.)

CANTON, June 20.

News has just come to hand that, at Tsang Shing, on the East River, there has been quite a fight over the Dragon Boat festival. There were two opposing clans who wanted a monopoly of the river in order to show off the skill of their crews. These clans were powerful, and neither was willing to give way. Therefore bitter feeling was engendered and the following day the parties were worked up to that pitch of rage that nothing but a due would satisfy their notion of honour, or their desire for revenge. So they fell into battle array. Each side was furnished with modern firearms, though to what extent it does not appear. They however did not fight long for an old man undertook the duties of being an intermediary and managed to patch up the quarrel and to show the leaders the danger, and the folly, too, of the course they were following. However before the parties separated two men had been shot dead and about twenty had been seriously wounded and some of them fatally.

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## THE SANITARY COMMISSION.

## Mr Hooper's "Misapprehension."

The Hon. Mr. E. A. Hewett warmly spoke in defence of Mr. A. Shelton Hooper at the Legislative Council on June 13, regarding a letter sent by Mr. Hooper to Sir Henry Blake in December, 1902, and his oration was the subject of a speech made by the Hon. Mr. A. M. Thomson (Colonial Secretary), at yesterday's meeting of the Council.

Mr. Thomson said:—Mr. Hewett is reported to have said, "I do not think that it was quite right that the Government should take advantage and make capital out of a letter written in a moment of misconception by a gentleman who had some five years later been a member of the Commission." Now, this charge practically amounts to one of unfairness against the Government. The words "should take advantage and make capital out of" are, I maintain, wholly unwarranted. The simple facts of the case are: When the Government decided that this letter should be laid on the table it was not in the slightest degree aware that there was any contemplated repudiation by Mr. Hooper, or on behalf of other European landowners. There was no desire in the mind of the Government to convict Mr. Hooper of any inconsistency in regard to the matter. The paper would have been laid on the table if it had been signed by any person other than Mr. Hooper and if he had not been a member of the Commission it would still have been laid on the table. This action was taken without any "arrière pensée" on the part of the Government in order to strengthen their position and to show that all possible concessions on the question of compensation had already been made. As regards the general question of the value of Mr. Hooper's letter after its repudiation, I have only to point out that the circumstances are somewhat as follows: On September 28, 1902, the European landowners petitioned the Government and asked for compensation. They quoted cases in regard to various matters. One was Knight v. Moses, July, 1902. They were informed, in reply to their petition, that the Government had already considered most of the points concerned in the Bill. That was the answer given to the petitioners. Before that, Sir, two had a commission on the subject of the Public Health Ordinance. This was quoted by the Attorney-General on the occasion of the second reading of the Bill, which subsequently became law. The Attorney-General in his speech quoted from the report of the Commissioners. (He then read from the report, and continued.) I may here say that these quotations are practically correct. The Bill was read a second time on that day. That was in November, 1902. No further discussion took place on section 175. The community was apparently well satisfied that the compensation subject had been properly dealt with in a generous spirit by the Government. The letter was laid on the table on the 3rd December, 1902, although the Bill did not become law till February, 1903, and it is perfectly obvious that they had ample opportunity to represent to Government the fact that their representations on the subject of compensation had not been properly dealt with. I presume, therefore, that the hon. member's remark "When Mr. Hooper wrote that letter he was under the impression that the Government had honestly and loyally adopted the recommendations put forward in the report which had been drawn up at the instance of the landowners," has no weight. I submit that the inference was that the Government had not dealt with the matter honestly and loyally, but I think I have given sufficient facts to show the Government had dealt with the subject as honestly and loyally as they could and that the hon. member's remarks on the subject were entirely unjustified.

Mr. Hewett wanted to reply, but was ruled out of order.

Mr. Pollock supported Mr. Hewett's claim to be heard, and His Excellency Mr. E. H. May reluctantly gave way, limiting the speaker to a "personal explanation."

The personal explanation was as follows:—I have told Your Excellency that it is purely a personal explanation, and only on that ground I demand it. I told Your Excellency that I wished to make a personal explanation with reference to the quotations made by the Colonial Secretary from a report of the speech made by me at the last meeting of the Council. The report is not a verbatim one, but it is substantially correct. I have nothing to withdraw, nothing to apologise for and nothing to take back. I stand by every word. (The Hon. Mr. Pollock: Hear, hear.)

Report is current that Dr. Distin Madick, the proprietor of the Scala Theatre, intends to have real lions instead of the bear-hounds with whom he makes the lionable play now performing at that theatre. The fearful critics need not be alarmed. Report adds that the animals will be chained up.

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## NOTES FROM THE NORTH.

[By Mr. E. S.]

TIENTSIN, June 9.

The trouble in the South is being watched with great interest up here. It is generally believed that things up here are quite ripe for the extension of the conflagration and are only waiting for the spark. "Hunan, though" everything is quiet at present, is riddled with secret societies men, and travellers on the railway recently have noticed that the railway police are now armed with carbine in preparation for possible trouble, and mindful of the fact that the Hankow line will be a probable highway for insurgents at any time. It is amusing to note, however, that these arms are frequently as not at one end of the station while the men are at the other. I have heard that nearly all the guards are members of secret societies themselves, and they would be more likely to aid than check any movement against the authorities. Though these things are only whispered under the breath, I have reason to believe that the Emperor of the revolution is not in the South as is generally reported but is waiting in the Capital to see what success follows the present movement against the Manchus. The number of anti-dynastic followers is steadily increasing and is larger in Peking than many suppose.

Victory Hsu Shih-chang arrived here today from Peking on his way to Manchuria and is being entertained at the Honan Guild. He was of course met with all ceremony at the Station, Tsai Chow, Director of railways and the chief of the Detective force, escorting him from the capital. Ho and Tong Shao-yi have several matters of importance to discuss with Victory Hsu before proceeding, and great schemes are afoot in regard to the creation of a strong military force in Manchuria. It is regretted that I think Victory Tseng Chun-huan has not yet gone South as his presence here has proved disastrous in many ways and a feeling of uneasiness exists so long as he is near the Throne. He is delaying as long as he can, and it is said will not make a move until after the Dragon Festival.

The animals for the Peking menagerie which is to be established, and which were arranged for by Victory Tsung Fang during his European tour, arrived here and went up to Peking to-day, creating no small excitement at the station as they passed through from Tongku. The elephant is very small but the rest of the animals are good specimens. I have heard the value of the lot placed at about \$80,000 marks. They are to be established in a special public garden which is being made in Peking.

One of the deputations which not infrequently take place through the Settlement to-day. It consisted of about 200 men and women from the native city who feel themselves aggrieved because the foreign company which owns the land on which their houses stand has given them notice to quit as the land is needed for other purposes. The mob claimed that they were going to the Peking Syndicate and that their houses were being pulled down about their heads, rendering them homeless. As a matter of fact the Syndicate does own some land in the same district, and has had to give some of its tenants notice to quit in order to make a road and other improvements. But I have reason to know that the company always makes good any loss arising from such cause, and moreover pays the tenants many months' notice and affords them ample time to shift. Chinese, as everyone knows, invariably resent such notices and never lose a chance of making a grievance out of them if possible, and it may be that some of those who had nothing to complain of joined in with those who may have been less considerably treated by other owners, and thus the whole deputation was credited to the Syndicate whereas the procession went to the representatives of another company altogether.

Affairs in Shansi maintain their status quo. The indemnity for delay is piling up and the Peking Government is willing to see how long the game of bluff can be kept up. Orders are ostensibly issued that the officials and people are to submit to the inevitable, and cease to give the syndicate any trouble, but as understanding undoubtedly exists between the central and provincial officials that no notice need be taken of these instructions.

Tientsin has rarely witnessed such a crop of engagements as have been announced this spring. A perfect epidemic of romantic attachments has sprung up of which there is warm approval expressed in some instances and considerable speculation in others, as is always the case when Little Puddington goes amating. Time was not so many years ago when one marriage in a year was a social event. This spring we have had no less than nine projected. It is one indication of our social growth.

For the second time the doors of the Victoria Hospital have opened to release a coming bride, and pro tem the institution is virtually nurseless. Two more devoted attendants of the sick are on their way out from home, but in the meantime should an epidemic break out, infectious or otherwise, this community will be handicapped. The new mission of the Hospital is the outgoing nation's amiable and well qualified

assistant, but just at the moment her services are as much in requisition outside the hospital as in. Happily there are practically no patients in the wards and it is to be hoped, that this state of affairs will last until more assistance arrives. Good management would not only "think" provide for contingencies of this kind in time. It is difficult to understand why home nurses do not take more kindly to service in the Far East, for as a rule the pay is better and the life altogether more varied than at home, though to hear many talk about it when here you would suppose it was quite otherwise. When there is a rush no doubt the work is harder than at home because it is more difficult to get relief and the strain is prolonged and very trying. On the other hand there is in most instances more social intercourse and gaiety, nurses being welcomed here in every home, and included in every social function.

## SPORTING.

## Water Polo.

The annual competition for the Hongkong Water Polo Shield will shortly be commenced and the prospects for the season are very bright, as several of the teams are already practicing keenly and show some improvement over their form of last year. The Royal Hongkong Yacht Club have a stronger team and should give a good account of themselves. There is talk of the Corinthian Yacht Club organising a team and it is hoped they will be able to enter for the competition. The 87th Company, R. G. A., are said to be stronger than ever, if so they will have a good chance of having their name inscribed on the Shield. The V. R. C. and Royal Engineers will also enter teams.

Yesterday a friendly game was played between the V. R. C. and the Royal Engineers, resulting in a win for the V. R. C. by three goals to nil. The goals were scored by A. H. Carrall, A. V. Barnes and J. M. R. Poreim. The R. E.'s made a good showing, but were weak at handling the ball. This can only be improved by practice and when this weakness is overcome the team will be a good strong combination.

## JAPAN AND RUSSIA.

LONDON, June 13.

It is telegraphed from St. Petersburg that the Russian Foreign Minister, M. Lelovsk, speaking in the Budget Committee, said that the Russo-Japanese Treaty of Portsmouth had been regarded originally as only temporary and on its trial, but that view was now changed.

There is a firm belief in the stability of peaceful relations between Russia and Japan. A telegram from St. Petersburg states that the Russo-Japanese agreement regarding the working of the Chinese Eastern Railway in South Manchuria has been signed.

The Emperor Francis Joseph has received in audience General Baron Krawitz, Russian Inspector General of the Japanese Army.

## JAPAN AND KOREA.

## The Sentiments of the Powers.

The "Japan Chronicle" of the 6th June says:—Referring to the sentiments of the Great Powers in regard to the Korean administrative reforms just started by the Japanese Government, a Tokyo dispatch states that the Powers which of all others with the exception of Great Britain—most approve the free action of Japan in Korea is the United States of America. Those worthless Americans in Korea who are disposed to stir up an anti-Japanese spirit among the Koreans, and who send anti-Japanese reports to the United States are not approved of in the least by the U. S. Government, says this dispatch.

France was already inclined to abandon Korea to Japan from the time the negotiations for a Franco-Japanese entente were first opened. This has been confirmed by a Paris telegram which stated that France recognised that Korea had legitimately fallen into the hands of Japan. As to Russia, who withdrew the majority of her troops in April, previous to the time agreed upon when she declared herself resolved to open North Manchuria to the commerce of the world, as agreed in the Portsmouth treaty, in compliance with the advice of Government to leave Korea alone, and so caused M. Platonov, the Russian Consul-General in Korea to sit with his hands folded. Thus there is no Power except Germany which intends to interfere with Japanese works in Korea. All the Powers appear to have expected that the Japanese Government would have started works on a much greater scale than the administrative reforms just commenced. The junior diplomatic officials of Japan—concludes this dispatch—think that the Japanese works in Korea are in as favourable a position as a ship sailing on a spring sea with a favourable wind.

It is written by the author of a serial story in one of the papers that "She seemed bound to him by ties which outweighed the smouldering fires of resistance." As a matter of general mathematical interest may we respectfully ask what was the weight of the ties?

## SOMETHING EVERY FAMILY SHOULD KEEP.

MR. L. P. TURNER, of Grayville, Natal, has used Chamberlain's Colic, Cholera and Diarrhoea Remedy successfully in his home and writes the manufacturers of this medicine as follows:—"We are never without this remedy in our homes and it certainly deserves success as it is worth more than you claim for it." For pain in the stomach, diarrhoea or infantile cholera, this remedy has no equal. It has been used in many serious and dangerous cases and has never been known to fail. For sale by all chemists and storekeepers.

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## LONDON LETTER.

(From Our Own Correspondent.)

LONDON, May 10.

A rather slack week in the way of news, and a very chilly one for the holiday makers. Finny Whitehouse at the warmest English seaside resorts, such as Bournemouth, and all the heat you can get does not run above 60 degrees Fahrenheit. Yet John Bull is going about with a fixed determination to enjoy himself, even if it is a case of gruel and the doctor afterwards.

The warmest spot of the week-end was at Edinburgh, for the hour or so during which three thousand people heard Mr. Winston Churchill deal out invective in regard to the "Daily Mail" and other papers of the Harnsworth calibre. First of all he said definitely that, pursuing the mandate given by the electorate at the election, the Government would never agree to Preference, and then he went on to say that they would pursue their policy regardless of "the lino type columns of this particular section of the Press. It was very fierce and very pre-emptive and in the most part rather well deserved, for he the Government what it may they were clearly told at the election to take a certain stand and they have done it. Meanwhile, the Harnsworth papers have been trying to stir up trouble between the Government and the Premiers who have come over as their guests. It has not altogether succeeded, for the thing is not exactly "cricket," and good old Tory papers like the "Morning Post" and the "Times" have condemned it. It did not savour of the patriotism one expects from papers continually talking about it, even though their stunts are largely recruited from America, where sensationalism is more the test of news than accuracy. The real trouble between the Harnsworth papers and Mr. Winston Churchill, however was in relation to the report given of the last meeting of the Colonial Conference. The "Daily Mail" with a wealth of headings gave an account of the alleged humiliation of Sir Robert Bond, Premier of Newfoundland. Mr. Winston Churchill denied the accuracy of the report in the Commons. Next day the "Mail" denied that it had talked of a sensational incident and printed a qualified corroboration of the story from Sir Robert Bond.

Mr. Churchill described the second statement as a "misrepresentation from the same mint." What really happened might have been known clearly, of course, had the Conference been open to the Press as some of the Premiers desired. The policy of secrecy in matters of this kind is rarely useful to the authority decreeing it, and they must to some extent take the trouble to arise from it. Newfoundland is sore about the fisheries modus vivendi arranged with the United States, and the support of papers here no doubt fell in well with their mood, to the embarrassment of the Colonial Office. Hence these scurrilous between the platform and the Press.

On the whole however the Premiers are not disappointed. There has always been a good deal of difference of opinion as to the lines on which Preference should run, and after the last election, as the Premiers are ready to admit, they did not expect to carry preference through the Conference. Dr. Jameson and some others are not pleased with the results of the debates, though hopeful of the future results. Oddly enough, to my mind, they describe Mr. Lloyd George as the fairest man they met, while Mr. Churchill and Mr. Asquith come in for unparagoning disapproval. Perhaps that is human nature, for the only hopeful side of the Conference was in regard to shipping and commercial facilities, dealt with by Mr. Lloyd George's department, while the other two members of the Cabinet had the unpleasant things to say as a matter of duty attaching to their offices.

I find there is not much enthusiasm or hopefulness about the resolution touching the fast service of steamers on the Atlantic and Pacific to unite Australasia and the mother country, with Canada as a link. The Conservative Press in Canada condemns it as never likely to be practicable, but the supporters of Sir Wilfrid Laurier are more sanguine. They look for much increased trade not only with Australasia but also with Hongkong and the Far East generally if they can get a really fast and powerful service of steamers across the Pacific. Canada would, of course, be the chief grainer, for the utility of the scheme for Australia would be chiefly in the mails and immigrants, the double trans-shipment needed for freight by the Canadian route making the Suez still the chosen way for Australian commerce.

Most of the Premiers have now gone, but a few are still undergoing the strain of hospitality in various centres. Our other visitor, Prince Fushimi of Japan, is at the moment of writing in Glasgow saying pretty things to the Clyde-side shipbuilders about the locality being the birthplace of Japan's powerful navy.

We have the Japanese squadron yet to visit our shores, and I hear it will go on to Germany at the express wish of the Kaiser. There is a project for a visit of a number of Japanese parliamentarians bent on studying our institutions. Incidentally they will visit some of the chief centres of British industry.

LINGERING COLDS. THE longer a cold hangs on, the more it weakens the system. Do not run the risk of an attack of pneumonia by neglecting it. Chamberlain's Cough Remedy will cure your cold and all



## Shipping.

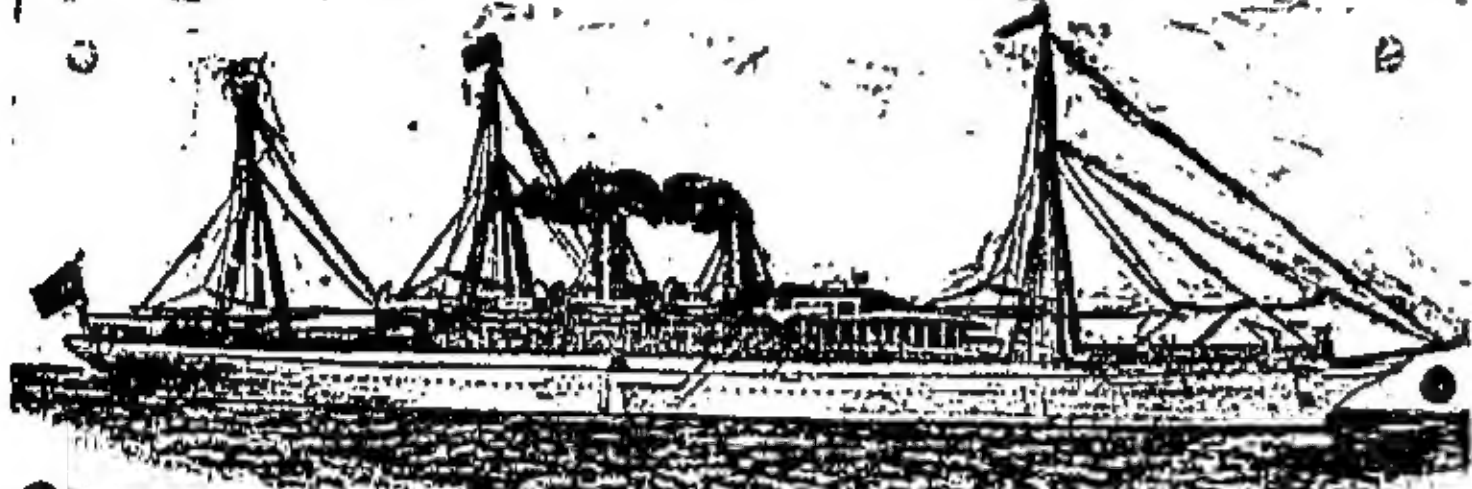
## PENINSULAR &amp; ORIENTAL STEAM NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI, NAGASAKI, MOJI, KOBE AND YOKOHAMA	NYANZA	About 22nd June	Freight and Passage.
LONDON & ANTWERP	NUBIA	June 22nd	Freight and Passage.
SHANGHAI	CHINA	About 27th June	Freight and Passage.
MARSEILLES & LONDON	DEVANHA	June 29th	See Special Advertisement.
SINGAPORE, COLOMBO & BOMBAY	SOCOTRA	About 29th June	Freight and Passage.

P. & O. S. N. Co. (Ld.) R. A. HEWITT, Superintendent.

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PROPOSED SAILINGS.	(Subject to Alteration.)
R.M.S. EMPRESS OF CHINA 6000 Tons	THURSDAY, July 4, 1907
ATHENIAN 3882 Tons	WEDNESDAY, July 17, 1907
EMPRESS OF INDIA 6000 Tons	THURSDAY, Aug. 1, 1907
MONTEAGLE 6183 Tons	WEDNESDAY, Aug. 14, 1907
EMPRESS OF JAPAN 6000 Tons	THURSDAY, Aug. 29, 1907
TARTAR 4425 Tons	WEDNESDAY, Sept. 11, 1907

THE JAPANESE ROUTE TO CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at Quebec, with the Company's new palatial 'EMPRESS' Steamship, 14,500 tons register. The through transit to Liverpool being 22 1/2 days from Yokohama, and 29 1/2 days from Hongkong.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, CORNER PRINCE STREET and PRINCE, Opposite Blake Pier.

## NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES.
MARSEILLES, LONDON AND ANTWERP, Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	HITACHI MARU, Tons 8750	WEDNESDAY, 28th June, at Daylight.
VICTORIA, B.C., AND SEATTLE, WASH., Via SHANGHAI, MOJI, KOBE & YOKOHAMA	KANAGAWA MARU, Tons 6169	WEDNESDAY, 10th July, at Daylight.
SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	YAWATA MARU, Tons 3817	FRIDAY, 12th July, at Noon.
GENOA, LONDON, ANTWERP, Via MANILA, SINGAPORE, COLOMBO, SUEZ AND PORT SAID	NIKKO MARU, Tons 5539	FRIDAY, 9th August, at Noon.
KOBE AND YOKOHAMA	COLOMBO MARU, Tons 4709	SATURDAY, 6th July, at a.m.
NAGASAKI, KOBE AND YOKOHAMA	SADO MARU, Tons 6627	SATURDAY, 29th June, a.m.
	NIKKO MARU, Tons 5539	WEDNESDAY, 10th July, at Noon.

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For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

A. S. MIHARA, Manager.

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Sailing Dates Subject to Change.

'MINNESOTA', Captain O. F. AUSTIN, On WEDNESDAY, 21st July, at Noon.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, and Paris.

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For convenience of coastwise cabin passengers, through tickets are interchangeable with regular rail fares between Japan, China and Hong Kong.

For full information regarding freight or passage apply to

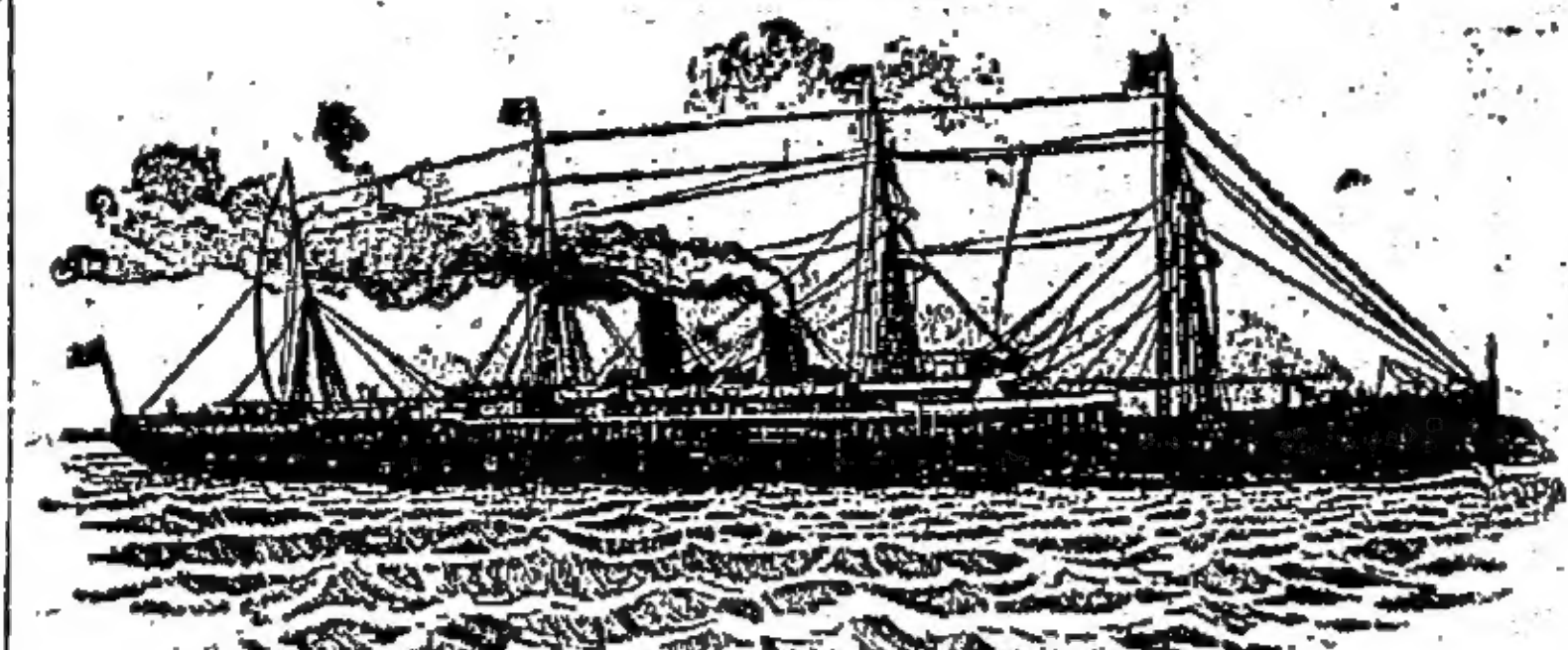
NIPPON YUSEN KAISHA, Agents.

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Only line taking the warm Southern Route across the Pacific, via HONOLULU, OAHU, the most fertile and beautiful island of the Pacific.

## PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS.	SAILING DATES, 1907.
CHINA 10,240 Tons	TUESDAY, 25th June, at Noon.
MONGOLIA 27,000	TUESDAY, 2nd July, at Noon.
NIPPON MARU 11,000	TUESDAY, 9th July, at Noon.
DORIO 9,600	SATURDAY, 20th July, at Noon.
CORPUS 9,000	SATURDAY, 27th July, at Noon.
HONGKONG MARU 11,000	TUESDAY, 3rd Aug., at Noon.
KOREA 18,000	FRIDAY, 16th Aug., at Noon.
AMERICA MARU 11,000	SATURDAY, 24th Aug., at Noon.
SIBERIA 8,000	SATURDAY, 31st Aug., at Noon.

RECORD FAST TRIPS.  
Yokohama to San Francisco, via KOREA, 18,000 tons, September 16-27th 1905; 10 days, 11 hours and 5 minutes.  
San Francisco to Honolulu, via SIBERIA, 18,000 tons, August 16th-26th, 1905; 4 days, 19 hours.  
San Francisco to Yokohama, via SIBERIA, calling at Midway Islands and Honolulu en-route, August 16th-31st, 1905, 15 days, 13 hours.  
Yokohama to San Francisco, via SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1905; 10 days, 10 hours and 25 minutes.

THE P. M. Steamship CHINA will be despatched from Hongkong to SAN FRANCISCO, via SHANGHAI, NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 25th June, 1907, at Noon, taking cargo for Japan and the United States.

OFFICIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

## PORTLAND &amp; ASIATIC S.S. CO.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, OREGON, KIELUNG, MOJI, KOBE & YOKOHAMA; FOR

## OPERATING IN CONNECTION WITH THE OREGON RAILROAD &amp; NAVIGATION CO.

STEAMERS.	TONS.	CAPTAINS.	TO SAIL ON.
NICOMEDIA	4370	G. METZNER	June 27, at 5 p.m.
NUMANTIA	4371	H. FELDTHAUS	July 15, at Noon.
ARABIA	4483	METZNER	Aug. 7, at Noon.
ALESIA	5197	JOHN ERNST	Sept. 4, at Noon.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Agent.

## CHINA NAVIGATION CO., LD.

FOR STEAMERS TO SAIL

FOR	STEAMERS	TO SAIL
CHEFOO AND TIENTSIN	HONGKONG	June 24, at Noon.
HAIPHONG	HUPH	June 25, Daylight.
HOIHOW, PAKHOI & HAIPHONG	SUNAN	June 25, Daylight.
MANILA	TEAM	June 25, at 4 p.m.
MANILA, ZAMBOANGA, PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	CHANGSHA	July 10, at 4 p.m.

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## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon and Staterooms—Surgeon and Stewards on board. All the most up-to-date arrangements for comfort of Passengers.

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Steamships.	Tons.	Captains.	For	Sailing Dates.
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RUBI	2540	R. W. Almond	Manila	Saturday, June 29, at Noon.

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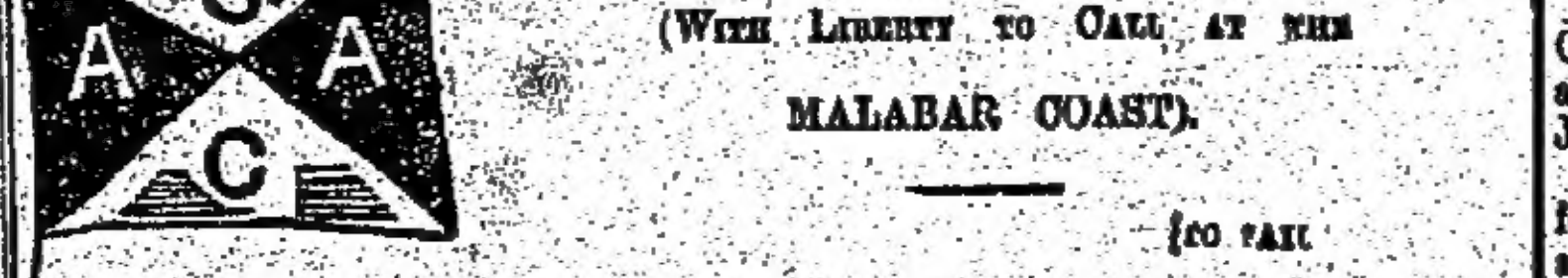
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## Shipping.

## INDO-CHINA STEAM NAVIGATION CO., LD.

## PROJECTED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION).

For	STEAMERS	To SAIL
SINGAPORE, PENANG AND CALCUTTA	LAISANG	SATURDAY, June 22, at 3 p.m.
SHANGHAI	KWONGSANG	SATURDAY, June 22, at 4 p.m.
TIENTSIN, via SWATOW AND CHEFOO	CHIPSHING	SATURDAY, June 22, at 4 p.m.

REDUCED FARES TO STRAITS & CALCUTTA.  
Hongkong to Singapore 1st-Class Single \$ 65 Return \$100  
Penang " " 85 " 130  
Calcutta " " 125 " 150

\* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

\* Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang, and Yangtze Ports.

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## NORDDEUTSCHER LLOYD, BREMEN.

## IMPERIAL GERMAN MAIL LINES.

For STEAMERS TO SAIL

For	STEAMERS	To SAIL
NAPLES, GENOA, GIBRALTAR, SOUTH AMPTON, ANTWERP AND BREMEN	ROON	WEDNESDAY, 3rd July, at Noon.
SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA	PRINZ LUDWIG	About WEDNESDAY, 3rd July.
MA'ILA, NEWGUINEA, BR. BANE, SYDNEY AND MELBOURNE	PRINZ SIGISMUND	FRIDAY, 21st June, at 7 p.m.
KULAT and SANDAKAN	BORNEO	SATURDAY, 29th July, at 9 a.m.

For further Particulars, apply to

Norddeutscher Lloyd, MELOERS &amp; CO., General Agents, Hongkong &amp; China.

Hongkong, April 28, 1907.

## REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

With Liberty to Call at MALABAR COAST.

PROPOSED SAILINGS FROM HONGKONG, FOR NEW YORK.

STEAMERS.	To SAIL, 1907.
BRAEMAR	28th June.
SAINT PATRICK	6th July.

For Freight and further information, apply to

DODWELL &amp; CO., LTD., Agents.

111

## MESSAGERIES MARITIMES FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DIBOUTI, KOTR, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

## THE Steamship AUSTRALIAN.

Captain VERRON, will be despatched for MARSEILLES on TUESDAY, the 25th June, 1907, at 1 p.m.

This Steamer connects at Colombo with the Australian line s.s. 'Nero' bound for MARSEILLES, via BOMBAY and ADEN.

Passage Tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next Sailings will be as follows—

S.S. SYDNEY.....July 8, 1907.

S.S. ERNEST SIMONS.....July 23, 1907.

S.S. TONKIN.....Aug. 6, 1907.

S.S. SALAZAR.....Aug. 20, 1907.

S.S. POLYMER.....Sept. 3, 1907.

S.S. TOURNAI.....Sept. 17, 1907.

G. DE CHAMPEAUX, Agent.

Hongkong, June 11, 1907. 1001

## EASTERN &amp; AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Port Darwin and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

## THE Steamship ALDENHAM.

Captain ROON, will be despatched as above on SATURDAY, the 29th June, at Noon.

This Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON &amp; CO., Agents.

Hongkong, June 4, 1907. 979

## TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

## REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG AND CALLAO AND IQUIQUE, via JAPAN PORTS.

(Karatse, Kobe and Yokohama).

WITH OPTION TO CALL AT MEXICO AND OTHER COAST PORTS.

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KATHERINE PARK, 4000 End of July.

KASATO MARU, 3100 End of Sept.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with steamers of the Pacific S.N. Co.

The above steamers have splendid accommodation and are fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat.

H. MATSUDA, Manager, Yokohama Building, Hongkong, April 15, 1907. 216

## Shipping.

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCOIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship ERNEST SIMONS, Captain GIRARD, will be despatched for the above ports on or about MONDAY, the 24th June.

G. DE CHAMPEAUX, Agent.

Hongkong, June 17, 1907. 1027

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## 'A HISTORY OF UNION CHURCH.'

By Rev. G. H. BONDFIELD and DYER BALL, M.R.A.S.

Edited by Rev. C. H. HICKLING.

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## EAST PRAYA RECLAMATION SCHEME.

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# Shipping.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS FOR  
MARSEILLES & LONDON,  
TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	TO	LEAVE	CONNECTING STEAMERS	DOE AT	DOE AT
COLOMBO	HONGKONG	1907	FROM COLOMBO TO	MARSEILLES (Brindisi 2 days earlier)	LYONS (London 1 day later)
DEVANHA 8000	June 29	through steamer		July 27	Aug. 3
CHINA 8000	July 13		MOOLTAN 8000	Aug. 10	Aug. 17
DELTA 8000	July 27		MAEDONIA 10500	Aug. 25	Sept. 1
DELHI 8000	Aug. 10		HIMALAYA 7000	Sept. 8	Sept. 15
ARADIA 7000	Aug. 24		MOLDAVIA 8000	Sept. 22	Sept. 29
MARMOIRA 10500	Sept. 7		INDIA 8000	Oct. 6	Oct. 13
MALTA 8000	Sept. 21		MONGOLIA 9500	Oct. 20	Oct. 27
DELTA 8000	Oct. 5		VICTORIA 7000	Nov. 2	Nov. 9
CEANA 7000	Oct. 19		BEITANIA 7000	Nov. 16	Nov. 23
CEANA 7000	Nov. 2		MOOLTAN 8000	Nov. 30	Dec. 7
ARADIA 7000	Nov. 16		CHINA 8000	Dec. 14	Dec. 21
DEVANHA 8000	N.V. 30		HIMALAYA 7000	Dec. 28	1908, Jan. 4

Passengers change steamers at Colombo, and those for BRINDISI transfer also to the Express Mail Steamer at Port Said.  
Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.  
In addition to the above Mail Steamers the following:-

INTERMEDIATE (Non-Transit) STEAMERS  
WILL LEAVE FOR

### LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	TONNAGE	LEAVE HONGKONG	DOE AT LONDON
* NUBIA	8000	June 22	Aug. 5
* SYRIA	7000	July 17	Sept. 2
* NYANZA	7000	July 31	Sept. 16
* SIMLA	8000	Aug. 14	Sept. 30
* SUNDIA	10000	Aug. 28	Oct. 14
* CEYLON	10000	Sept. 11	Oct. 28
* MAHUR	7000	Sept. 25	Nov. 9
* MANILA	4500	Oct. 9	Dec. 23
* BOBENO	4500	Nov. 6	Dec. 23
* NORE	7000	Dec. 4	Jan. (1908) 10

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.  
\* Carries 1st and 2nd Saloon Passengers. + Carries only First Saloon Passengers.

For further particulars, Apply to  
E. A. HEWETT,  
Superintendent.

1221

## OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE  
BETWEEN HONGKONG, SOUTH CHINA  
COAST PORTS AND FORMOSA  
PROPOSED SAILINGS FROM HONGKONG -  
SUBJECT TO ALTERATION.

STEAMERS	TO	LEAVE
*MASAN MARU, Capt. I. SAKURAI	TAMPOI, Via SWATOW AND AMOY.	SUNDAY, 23rd June, at 10 a.m.
*SHOSHU MARU, Capt. M. NEMOTO	SHANGHAI, Via SWATOW, AMOY AND FOCHOW.	TUESDAY, 25th June, at 10 a.m.
*FUKUSHU MARU, Capt. T. ITO	ANPING, Via SWATOW AND AMOY.	WEDNESDAY, 26th June, at 9 a.m.

\* These Steamers have excellent Accommodation for First and Second-class Passengers, and are fitted throughout with Electric Light. First-class Saloon Amplest. Unrivaled Table.  
+ Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
For Freight, Passage and further information, apply at the Co.'s local Branch Office, at Second Floor, No. 1 QUEEN'S BUILDINGS.

T. ARIMA, Manager.

## NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO.  
CONNECTING AT TACOMA WITH  
NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA B.C. AND TACOMA  
VIA  
MOJI, KOBE AND YOKOHAMA.

STEAMERS	TONNAGE	CAPTAINS	TO SAIL
SHAWMUT	9808	E. V. Roberts	About Aug. 7.
TREMONT	9808	T. W. Garlick	About Sept. 10.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND  
CULINARY. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES

\* The Twin-screw a.s. Shawmut and Tremont are fitted with very superior accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.  
For further information, Apply to

Dodwell & Co., Limited,  
GENERAL AGENTS,  
QUEEN'S BUILDINGS.

## Notices to Consignees.

NOTICE TO CONSIGNEES.  
STEAMSHIP GULF OF VENICE,  
FROM SYDNEY.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature and to take immediate delivery of their Goods from alongside.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & Co., Ltd.,  
Agents.  
Hongkong, June 20, 1907. 1037

'SHIRE' LINE OF STEAMERS,  
LIMITED.  
NOTICE TO CONSIGNEES.

FROM MIDDLESBRO', LONDON,  
ANTWERP & STRAITS.

THE Steamship CARNARVONSHIRE, Captain JACKSON, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, and stored at Consignees' risk and expense.

No claims will be admitted after the Goods have been removed, and all Goods remaining undelivered after the 28th Inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th Inst. at 2.30 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & CO., Agents.

Hongkong, June 20, 1907. 1010

NOTICE TO CONSIGNEES.

'GLEN' LINE OF STEAMERS,  
FROM LEITH, HULL, MIDDLESBRO',  
LONDON AND STRAITS.

THE Steamship GLENVIEW having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 25th Inst. will be subject to rent.

No Fire Insurance will be effected. All Damaged Packages must be left in the Godowns, and a certificate of the Damage obtained from the Godown Co. within ten days after the Steamer's arrival.

No claims will be recognised if not presented within 14 days of the ship's arrival.

MCGREGOR BROS. & GOW.  
Hongkong, June 18, 1907. 1030

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LLOYD,  
BREITENBURG.

NOTICE TO CONSIGNEES.

THE Steamship PREUSSEN having arrived, Consignees of Cargo are hereby informed that their Goods with the exception of Opium, Treasures and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before WEDNESDAY, the 19th of June, at 1 p.m.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th of June, will be subject to rent.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 25th of June, at 9.30 a.m.

All Claims must reach us before the 30th of June, 1907, or they will not be recognised.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD,  
MELCHERS & CO.,  
Agents.  
Hongkong, June 19, 1907. 1036

## EUROPEAN AGENCY

IDENTS promptly executed at lowest cash prices for all kinds of British and Continental Goods, including:-  
Boots, Shoes and Leather.  
Chemicals and Druggists' Sundries.  
Clothing, Hosiery and Linens.  
Dry-goods, Millinery and Fancy Goods.  
Fancy Goods, Perfumery and Stationery.  
Hardware and Machinery.  
Photographic and Optical Goods.  
Provisions and Oils and Stores.  
etc., etc.

Commission 1% to 5%.  
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Original Invoices supplied.  
Special Quotations on Demand.  
Receipts issued for £10 upwards.  
Consignment of Goods sold on Account.  
WILLIAM WILSON & SONS,  
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## SECOND EDITION.

HISTORY OF THE CHURCHES OF  
INDIA, BURMA, SINGAPORE, THE MALAY  
PENINSULA, CAMBODIA, ANNAM, THIBET,  
CHINA AND JAPAN.  
Entered into the Society of the  
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Translated by EDWARD HARPER PARKER  
and  
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INTRODUCING INTO CHINA'

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To be had at the 'CHINA MAIL' Office,  
8, Queen's Road Central.

Price ... 60 Cents.

## A MURDERER'S FEDERATION.

The Exposure at Idaho.  
(Continued from Page 3.)

CASE IS LAID OUT.

The prosecution of Moyer, Haywood and Pettibone has been made a labour issue throughout the United States. For a year and more meetings have been held ending with a sensational series in all the large cities a few weeks ago, in which the prosecution was declared a persecution and the question was asked, "Shall our brothers be murdered?" The purpose of these meetings was to obtain money with which to conduct the derisive, for the events develop backward and forward from his assassination.

Steenberg was blown to death on the evening of December 20, 1905. In the gathering gloom of a stormy evening he entered the side gate of his residence at Caldwell, where, retired from politics, he lived the simple life of a sheep farmer.

A bomb of peculiar manufacture with a string attached was stuck in the snow beside the gate, the string a piece of fishing line being fastened to the gate. As Steenberg entered the opening of the gate the bomb sprang the trigger of the bomb. He was terribly mangled, being blown nearly fifteen feet from the gate.

He lived nearly an hour, was conscious, and spoke, but his ruptured organs were dead to sound and he died without knowing what had killed him. He asked his wife who had shot him, and the mystification of his eyes showed that he could not hear her reply.

The explosion of the bomb aroused not only the little town of Caldwell but the whole state of Idaho. Orchard before the day was over was suspected. He had come to Caldwell from Denver as Thomas Hagan and variously claimed to be an insurance agent, a buyer of sheep and a semi-professional gambler. A search of his room in the hotel revealed the first definite evidence and on January 1, 1906, he was placed under arrest. Orchard's trunk revealed more evidence and then a score of witnesses located him at various times, linking about the Steenberg home with the kidnapping, a member of the executive board of the Western Federation of Miners who has not been caught, watching the Steenberg house with field glasses and making inquiries as to Steenberg's movements.

At this juncture there occurred a circumstance to which great significance has always been attached. It is stated that Orchard when asked at his preliminary examination if he wanted counsel, said that if news of his arrest were published abroad counsel would promptly be on the ground to advise him.

WANTED FOR OTHER CRIMES.  
Subsequently "Hogan" was identified by the Colorado police as Harry Orchard, wanted on the charge of blowing up the Independence Hotel in Denver. His identification by the police was an assumed name, and his real name was Harry Orchard.

In the meantime the case had passed into the hands of the Pinkerton detective agency and James McPartland, famous for his part in the Molly McGuire affair, assumed charge. McPartland secured what is claimed to be a free and full confession from Harry Orchard, who had been removed from the jail at Caldwell to the penitentiary in this city for safe keeping as feeling ran high against him in Caldwell. Orchard's confession has never fully been made public, but it is known that it contains an alleged admission of participation in nearly thirty murders and that Orchard charged Haywood, Moyer and Pettibone with having induced him to commit the crimes and having paid him in money an agreed sum for each.

CONFESSION CONFIRMED.

It is alleged that Orchard's confession has been fully confirmed by the fact that he will go upon the stand and will freely repeat it with the full knowledge that when his turn comes for trial he will be convicted and executed. It is said that Orchard only desired to make a clean breast of his past and he is quoted as saying that he desired to clear the whole thing "before I am executed."

The state's prosecutors believe they can corroborate the confession in all its most important aspects. It is alleged that Pettibone was an expert on explosives and that he, Moyer and Haywood jointly plotted the murder.

On February 17 of last year Haywood, Moyer and Pettibone were arrested in Colorado and immediately brought to Idaho. The arrest was made by an Idaho officer on an affidavit that the men were in the state of Idaho at the time the murder was committed. The governor of Colorado honoured the requisition of the governor of Idaho, but there was no judicial proceeding in Colorado.

## Dentistry.

DR. M. H. CHAUN,  
THE Latest Method of the AMERICAN SYSTEM OF DENTISTRY.

83, QUEEN'S ROAD CENTRAL,  
From the University of Pennsylvania, U.S.A.

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HONGKONG  
DOCKS.

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Price ... Fifty Cents.

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8, Queen's Road Central.

## HONGKONG AVERAGE MARKET PRICES.

Corrected to Thursday, June 20th, 1907.  
At 100 cents per Dollar Mexican.

### Butcher Meat.

Beef steaks and prime cut—Mel Lang Pa	lb 20
" Corned—Ham Ngan Yau	" 20
" Roset—Shiu	" 20
" Breast—Nagu Lam	" 15
" Soup—Tong Yau	" 15
" Steak—Ngan Yau Pa	" 20
" Oatmeal—Nga Lau Siet	" 30
" Sausages—Ngan Chang	" 28
Bullock's Brisket—Slow	per set 10
" Tongue fresh—Ngan Li	each 50
" Corned—Ham Ngan Li	" 55
" Head—Ngan Yau	" 80
" Heart—Ngan Sam	" 12
" Lump, Salt—Ngan Kin	" 20
" Feet—Ngan Kark	each 7
" Kidneys—Ngan Yau	" 10
" Tail—Ngan Mel	" 17
" Liver—Ngan Con	" 12
" Tripe (undressed)—Ngan To	" 7
Calves' Head & Feet—Ngan chui-tai-kak, set	1.01
Mutton Chop—Young Fat—Kwai	lb 14
" Leg—Young Fat	" 14
" Shoulder—Young Shau	" 50
Pigs' Chittings—Chi chong	" 24
" Brains—Chi Know	per set 2
" Feet—Chi Kerk	" 12
" Fry—Chi Chak	" 12
" Head—Chi Yau	" 12
" Heart—Chi Yau	each 9
" Kidneys—Chi Yau	" 8
" Liver—Chi Con	" 12
Pork Chop—Chi Fat Kwai	" 21
" Corned—Ham Cha Yau	" 22
" Leg—Chi Fat	" 22
" Fat or Lard—Chi Yau	" 16
Sheep's Head and Feet—Young Tan Kerk set	40
" Heart—Young Sam	each 6
" Kidneys—Young Kin	" 10
" Liver—Young Con	" 12
Sucking Pig, To Order—Chu Chai	" 1
Suet, Beef—Sang Ngau Yau	" 18
" Mutton—Sang Yung Yau	" 24
Veal—Ngan Chai Yau	" 20
" Sausages—Ngan Chai Chong	" 29

### Poultry.

Chicken—Kai Chai	lb 32
Capon, Large, Small—Siu Kai	" 32
Duck—A	" 25
Doves—Pan Kau	each 1
Eggs, Hen—Kai Tan	per dozen 24
Fowls, Canton—Kai	" 24
" Hainan—Hoi Nam Kai	" 37
Geese—Ngol	" 28
Goose, Wild—Siu Yau Ngol	pair 1
Man, Shanghai—Ta Chai	" 1
Partridge—Chi Kai	" 1
Pheasant—Shan Kai	pair 1
Pigeons, Canton—Pak Kap	each 28
" Hoihow—Hoi Hoi Pak Kap	" 28
Quail—Uoi Ching	" 25
" Rice Birds—Wo Fa Chok	dozen 1
" Snipe—Sa Choy	each 1
Turkeys, Cook—Pig Kai Kap	60
" Hen—Na	45
Wild Ducks, Shot—Shanghai Sulap	pair 1
Teal—Sui Ap Chai	" 1
Wild Ducks Canton—Sang Shing Sui Ap, et.	" 1

### Fish.

Barbel—Ka Yu	lb 13
Bream—Bin Yu	" 14
Canton Fresh Water Fish—Hoi Siu Yu	" 13
Carp—Li Yu	" 18
Catfish—Chik Yu	" 11
Codfish—Wun Yu	" 24
Cray—Hoi	" 12
Cuttle Fish—Mak Yu	" 12
Dab—Sa Mang Yu	" 14
Dace—Wong Mei Lun	" 14
Dog Fish—Ti Yu Sa	" 9
Eel, Congor—Hoi Mann	" 14
" Fresh water—Tian Siu Yu	" 13
Eels, Yellow—Wong Siu	" 24
Frog—Tien Kai	" 28
Grouper—Sok Pan	" 48
Gudgeon—Pak Kap Yu	" 12
Herring—Tao Pak	" 18
Hallibut—Cheung Kwan Kap	" 24
Lobster—Wong Fa Yu	" 20
Loach—Wu Yu	" 24
Lobsters—Fung Ha	" 12
Maakerei—Chi Yu	" 28
Monk Fish—Mong Yu	" 24
Mullet—Chai Yu	" 20
Oysters—Sang Hoo	" 20
Parrotfish—Kai Kung Yu	" 14
Perch—Tao Loo	" 18
Pike—Fa Pav Poong	" 9
Plaice—Pan Yu	" 18
Pomfret, White—Pak Ching	" 20
Pomfret, Black—Pak Ching	" 28
Prawn—Ming Ha	" 48
Ray—Fai Pa Sa	" 9
Rock Fish—Sok Kai Kung	" 11
Roach—Chi Yu	" 28

Salmon—Ma Yau Yu	ctn. b 28
Shark—Sa Yu	" 9
Skate—Po Yu	" 10
Shrimps—Ha	" 24
Snapper—Lap Yu	" 22
Soles—Tat Sa Yu	" 24
Tench—Wan Yu	" 18
Turbot—Oho Hoi Yu	" 20
Turtles, small, fresh water—Kork Yu	" 70
White Bait—Ngan Yu Chai	" 1

### Fruits.

Almonds—Hung Yan	ctn. b 18
Apples, (California)—Kam San Ping Khe	" 28
" (Chefoo)—Tin Chun Ping Khe	" 1
" Small—Hoi Tung	" 1
" Custard—Fan Lai Chai	each 1
Bananas, fragrant, Canton—San Shing	" 9
Heung Chiu	" 9
Bananas, (Ordina), Macao—San Hong Chiu	" 1
Chestnuts, Chinese—Fong Lut	" 5
Carambols—Young Tuo	" 1
Cocoanuts—Yoh Tse	each 10
Lemons, China—Ning Moong	" 18
" America—Kam San Ning Moong	" 5
Limes, (Saigon)—Sai Kung Ning Moong	" 8
" Fresh—	" 12
Mango, Manila—Lai Sung Moong	" 9
Mangoes, (San Chuk Tse)	" 1
Oranges, (Canton)—San Shing Tin Chang	lb 12
Passion Fruit	each 5
Pears, (American)—Kam San Shui Li	lb 1
" (Canton), Cooking—Sa Li	" 10
Peasants—Fa Sang	" 10
Perseimons Large—Hung Chiu	" 15
Pine-apples, 1st quality—Shueung Poon Ti	each 15
" 2nd quality—Chung-tang-paw-law	" 1
Plantains—Tai Chien	" 15
Pumpkins, Swatow Hung Lai	" 8
Pumpkins, Siam—Chin Lo Yau	" 22
Shanghai—(Lo Kwai)	lb 8
Walnuts—Hoi Tuo	lb 12
" Green—Sang Hoi Tuo	" 1
Water Melon—(Am.) Kam San Sai Kwa	" 1
" (China) Spi Kwa	" 1

### Vegetables, &c.



